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THURSDAY, JUNE 13, 1918.

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REUTER'S TELEGRAMS.

DECISIVE BATTLE OF THE YEAR.

PIERCE HAND-TO-HAND FIGHTING IN FRANCE.

Germany to Continue Until Complete Victory or Exhaustion.
London, June 11.

A French communiqué says:—The enemy last evening and last night continued his pressure in the direction of Estreux St. Denis and Ribecourt. On the left our resistance was effective. The enemy was unable to capture Le Ploey or Courcelles. We re-captured the village of Mary at ten o'clock last night. The chief German effort is directed on the Belloy Macquignies front. A powerful attack with large effectives succeeded in driving us at first as far as Aronde, but a magnificent counter-attack threw back the enemy on the whole of this front and restored our positions on the line south of Belloy St. Maur, south of Macquignies and Vaudecourt. On our right fierce fighting occurred in the wooded hills north of Dreuilcourt. The enemy, who had accumulated great forces in the region, has been able to reach Antevail, compelling us to carry our line of resistance west and south of Ribecourt.

The German Plan.

London, June 11.

Reuter's correspondent at the French Headquarters says that during the evening and night of June 10 the Germans attempted to enlarge the salient carved in our front by pushing forward both wings as well as the centre. On the left the enemy has not made progress and has been driven back in places between Mary and Vignemont. A magnificent counter-attack by native Africans, supported by Tanks, enabled us to retake Porte Farm, west of the Compiegne Road with the high ground north thereof and the neighbouring farm. We were checked and even thrown back on the right and in the centre. The Germans have thrown in fresh masses on the left wing with a view to reaching the Oise. The country here is wooded hills with deep ravines and lends itself readily to infiltration. Our troops were operating in a narrow belt between the enemy's advancing line and the Oise and ran the risk of being cut off by the enemy reaching the bank south of them. Accordingly they are being gradually withdrawn to the river where the enemy pursuing will find himself without cover in an open valley under the fire of our artillery and machine guns.

The Decisive Battle.

London, June 11.

Reuter's correspondent at the French Headquarters, writing on Monday evening, says that in the course of the day the enemy, at immense cost, succeeded in pushing his advance from a mile to three miles deeper in our front. At Macquignies, the southernmost point of his salient, he is about seven miles from the starting point yesterday morning. The fighting is of almost unprecedented fury. The Germans continue to attack in compact masses which are mown down by gun fire. Others and still others follow when the position is finally taken by the enemy, and, as often as not, promptly retaken by the French. In these counter-attacks the French invariably find the ground littered with German dead often lying in heaps. A little height called Plémont, south of Lassigny, must be paved with enemy dead. It was held by dismounted cavalry, and the last despatch runners who got through from Plémont before its fall, says that they themselves saw fourteen unsuccessful German attacks on the hill. There were others after they had left and it is estimated that the Germans engaged from twenty to thirty divisions up to the evening. The enemy's advance is so slow that he is able to bring up light artillery while the heavy guns are still firing from the old positions. The artillery strength is accordingly practically equal, although the French is more effective, being on familiar ground. The fierceness of the fighting and the indelible determination with which the enemy accepts the shocking losses show that he has determined to continue until complete victory or complete exhaustion. The decisive battle of the year is engaged.

The Enemy's Objective.

London, June 10.

Reuter's correspondent at the French Headquarters, telegraphing on June 10, says that the scene of the latest offensive is the wooded hilly ground bisected by the River Matz, which, flowing south, joins the Oise at Montmédy. The enemy's principal progress yesterday was along the course of the Matz. His first object probably was to reach the Oise and thereby take in flank the whole of the French salient north of the Oise, which might result in our withdrawal to the south bank. Supposing the enemy's objective is Paris, he would naturally begin by thrusting a powerful tentacle south westward down the Oise Valley and another westward from the Ourcq line, thereby encircling the vast mass of Aisne, Compiègne and Villers Cotterets forests, which, being impregnable to frontal attack, the enemy probably intends to pass north and south thereof, bringing the tentacles together. This plan of the enemy's is over-ambitious and impossible of accomplishment. As soon as this impossibility is realised, the enemy's efforts will probably be directed to Amiens or towards Calais. Meanwhile, his battalions are being depleted in constant fighting from Noyon to Chateau-Thierry and from Vermeuil to Rheims. His reserves of manhood are declining. Out of two hundred prisoners taken in the first few days of June, over one-fourth belonged to the 1918 Class, and Class 1920 has made its appearance in the battlefield, among the prisoners captured at Bigny being a considerable proportion of lads from this Class.

Enemy's Use of Tanks.

London, June 11.

According to Reuter's correspondent at Paris, there is a slight advance of the enemy in the direction of Compiègne, due to the enemy's large number of tanks, which our artillery did not succeed in destroying in time.

Wastage of Enemy Effectives.

London, June 11.

According to Reuter's correspondent Paris, the well-known military critic, M. Henri Bidon, writing to the *Journal des Débats*, bases his hope of Allied success on the stupendous wastage of German effectives. In the first two offensives in 1918 the enemy employed the equivalent of 200 Divisions. He threw in the equivalent of a further 53 Divisions in the offensive commencing on May 27 and a further fifteen in the present attack. M. Bidon maintains that this prodigious effort cannot be kept up indefinitely. He calculates that we are approaching the time when the German Army will have reached a state of dangerous fatigue, which will synchronise with the final preparedness of America's young and vigorous Army which is thinking for action.

REUTER'S TELEGRAMS.

DECISIVE BATTLE OF THE YEAR.

Terrible Hand-to-Hand Fighting.

London, June 10.

Reuter's correspondent at the French Headquarters, writing on the afternoon of the 10th instant, says:—Throughout the night and morning the battle raged along the new front of attack with unabated fury. On the wings the enemy is still held on practically the same line, despite his persistent and reckless attempts to push on. On the extreme right, Plémont, although almost in the first line, is still holding out, the French garrison having beaten off successive waves of German infantry. Mont Renaud is still ours.

In the centre of the battlefield, the enemy, by pouring in fresh battalions, penetrated deeper into our line, the fighting being of the most bloody character, the French and Germans fighting hand to hand over the ruins of every hamlet and farm. The enemy's losses have been extraordinarily heavy. This time the element of surprise has been absent, and the enemy's dense masses have been exposed to the fire of our machine-guns and artillery for the past thirty-six hours.

The Germans had to assemble behind the lines under our counter-preparation fire, which had been sweeping the German rear for three days before the battle. The enemy has eighteen or twenty Divisions in the attacking line, the divisional front being two thousand yards behind the line. His reserves are ready to replace the shattered Divisions. A prolonged and desperate struggle must be anticipated, also the possibility of meeting the shock of Hindenburg's disposable reserves before the enemy breaks off the battle.

The enemy, instead of sweeping on victoriously, as in the first days of the Aisne battle, is advancing painfully yard by yard, paying the full price for every step in the advance. The main effort is still in the centre towards the Oise, with object of turning the salient we hold in his line with the apex at Pont le Veque, on the Oise, comprising Carlepoint and Ourcamp forest in the angle in the bend of the river.

German Bomber Destroyed.

London, June 11.

Reuter's correspondent at British Headquarters says:—A patrol Lieutenant saw a big German bombing machine caught by our searchlight. He pursued it, getting within twenty-five yards. He emptied the drum of his Lewis gun and sent the machine down in flames. This is the first occasion on which an enemy machine has been brought down at night on this front by aerial attack. A British patrol of eight machines met and engaged a formation of forty German, four of which were sent crashing to earth, while a fifth staggered off out of control. The remainder were driven off. Our airmen, co-operating with the French on the Aisne front, are doing an admirable work. On June 9 they fired thirty thousand rounds and dropped three hundred tons of bombs on enemy troops and transport.

Heavy German Losses Explained.

London, June 11.

The *Daily Chronicle's* correspondent on the French front says:—Owing to the heavily fortified Allied front now being attacked, and knowing that no surprise is obtainable, General von Hutier has been compelled to throw in new forces at a greater rate than in the previous stages of the offensive. This is the reason of the immensity of the German losses.

A Successful Australian Effort.

London, June 11.

Field Marshal Sir Douglas Haig, in a communique, states:—The operation carried out by the Australians was a complete success on the night of June 10 in the neighbourhood of Morlancoeur. The line south of the village was advanced to a depth of nearly half-a-mile over a mile and a half front. Prisoners captured numbered 233, and twenty-one machine guns and a trench mortar were also captured. We successfully raided during the night north-west of Morlancoeur, south of the Scarpe, and east of Niéppe Forest, capturing prisoners and two machine-guns and inflicting numerous casualties. The enemy raised a post in Aveluy Wood. One British soldier is missing. There was active artillery and a gas-shell attack during the night west of Lens.

Splendid American Schemes.

London, June 11.

The *Times*, in an authorised description of the work of the Americans in France during the past eleven months, says:—They have rapidly been completing the longest and greatest scheme of communications ever used in warfare. After a fortnight of solid travel I am convinced that what the Americans have accomplished will rank in history as one of the greatest achievements of the war. For instance, out of the waste lands adjacent to an old French port they have constructed a splendid line of modern docks where ships are now daily discharging war material, cars and machinery. A huge new warehouse system at this point is nearing completion, in addition to motor parks, cold-storage plants, and railway yards with tracks aggregating 200 miles. In the car assembly shop, steel cars are being assembled at the rate of a complete train daily. Work is rapidly proceeding for a new 20,000 bed hospital, the largest yet constructed. There is also an immense artillery camp and remount camp where I saw several thousand horses. These port schemes have been so worked out that they are capable of almost unlimited expansion which will be most important in pooling the Allied effort, for the American base ports may easily become the main reserve centres distributing to rail heads everywhere on the front. Conditions were the same along hundreds of miles of American communications I visited.

The German Gains.

London, June 11.

Reuter's correspondent at the French Headquarters, writing on June 9, states:—In the centre the Germans succeeded in cutting an obtuse salient out of our line with its furthest point at Repeons sur-Matz. Their gain consists of a belt of ground twelve hundred yards deep, which they will be able to batter with heavy trench artillery. There is nothing discouraging about the results of the first day's fighting. The enemy's method of attack was the same as on March 27, namely, a heavy gas bombardment lasting four-and-a-half hours, followed by an attack in closely massed formations in great strength, with the object of sweeping our line before the defence organisations could take effect. The denseness of the enemy's formation was greater than the previous attacks. His losses must be extraordinarily heavy, for the gas had him at their mercy and did terrible execution. Several anxious days are ahead. It is certain the enemy will make an extremely bitter fight for it, but he is paying the full price for every kilometre.

REUTER'S TELEGRAMS.

DECISIVE BATTLE OF THE YEAR.

Nearly 300 German Prisoners.

London, June 11.

Field-Marshal Sir Douglas Haig reports that the total number of prisoners taken in a successful operation south of Morlancoeur was 233, of which five were officers.

Good Work by Our Airmen.

London, June 11.

Field-Marshal Sir Douglas Haig, reporting on aviation, says:—Our airmen on the French battlefield, despite cloudy weather, worked early and late dropping eight tons of bombs on troops, transport, ammunition dumps, guns and trenches. Direct hits were obtained on the railway at Boyes sur Mats and on concentrations of infantry in the triangle from Montdidier, Riquebourg and Boyes. Low fliers machine-gunned every target offered along the roads behind the fighting line with immense number of rounds, with good effect. We shot down in this area six aeroplanes and brought down seven un-controllable. We lost two machines. There is little activity on the British front. One German aeroplane was destroyed and one driven down uncontrollable. We lost two machines. Night-fliers dropped seven tons of bombs on Cambrai and Bapaume. All the machines returned.

A German Report.

London, June 11.

A German wireless official message states:—A counter-attack stopped the enemy's break-through on the Corbie-Brau Road. We are fighting in the neighbourhood of Courcelles and Mary and have captured the ridge east of Mary, penetrating the fourth enemy position and throwing back the enemy on Aronde. We stormed the heights of Macquignies and Vignemont Hill. We have advanced as far as Antheuil. We pressed forward south of the Oise as far as Ribecourt. The prisoners have increased by ten thousand.

THE IMPERIAL WAR MEETINGS.

How the Work will be Apportioned.

London, June 10.

The first meeting of the Imperial War Cabinet will be held on June 11, and the first meeting of the Imperial War Conference on June 12, after which the meetings will be held on alternate days. Mr. Lloyd George presides at the former and Mr. Walter Long presides at the latter. The War Cabinet will have full powers to discuss and decide on matters concerning the war, while the Conference will be largely concerned with the later problems arising out of the war. Several Overseas Ministers visited Mr. Lloyd George, Mr. Bonar Law and Mr. Walter Long yesterday.

War Situation Explained.

London, June 11.

It is understood that at to-day's meeting of the Imperial War Cabinet Mr. Lloyd George explained at great length the whole war situation. The chief subject at to-morrow's meeting of the Imperial War Conference will be the arrangement of the agenda.

War Cabinet Meets.

London, June 11.

The first meeting of the Imperial War Cabinet for 1918 commenced at noon to-day. The Premier welcomed the delegates and afterwards entertained them at lunch.

CONSCRIPTION.

Suggested Application to Europeans in Egypt.

London, June 11.

In the House of Commons, replying to Earl Winterton, Lord Robert Cecil promised that the suggestion to conscript Allied and British civilians in Egypt and the Sudan, would be immediately considered. Regarding the question to conscript more Egyptians, Lord Robert said the Government were advised that it would be inadvisable at present to withdraw or amend the Proclamation of November 11, 1914, by which Britain assumed the whole burden of the war as far as Egypt was concerned. Recruitment in Egypt therefore remained voluntary. A thorough recruiting campaign was operating with creditable results.

THE IRISH PROBLEM.

Unlikely to Come Before Imperial Conference.

London, June 11.

The *Daily Chronicle* says:—It is now improbable that the Irish question, as suggested by General Smuts, will be submitted to the Imperial War Conference. The signs are that both Home Rule and Irish Conscription will be side-tracked.

A Danger Pointed Out.

London, June 11.

Sir George Reid, in a letter to the *Morning Post*, expresses the opinion that the submission of the Irish question to the Conference would go far to destroy the most valuable safeguard to Imperial unity and harmony.

AMERICAN TROOPS IN FRANCE.

London, June 11.

According to Reuter's correspondent at Washington, Mr. Baker, addressing a delegation of French Alpini, said that over 700,000 American soldiers had been sent to France.

EMIGRATION AFTER THE WAR.

London, June 11.

At a conference of women workers in London, Mrs. Ogilvie Gordon, presiding, said that large numbers of women and girls employed in war work would want to find fresh fields of work in the Dominions after the war. Lord Darnley said the Government should interest itself more in emigration, especially the emigration of women, which had been much neglected. There would be a surplus of women labour after the war. Women should insist upon representation on the Emigration Board, which was really an imperial organisation. There should be greater cohesion among emigration societies, irrespective of their connection with any particular dominion. Emigration would be an important part of any demobilisation scheme after the war.

(Continued on Page 2.)

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, June 8.

The silver market is a lull. Signor Arrigo Boito, Reuter's correspondent at Milan, announces the death of Signor Arrigo Boito, the well-known poet, composer and librettist.

OBITUARY.

The Earl of Rosse.

London, June 10.

The death is announced of the Earl of Rosse, H. M. Lord of the King's County and a Representative Peer for Ireland since 1911. He fought in the Boer War and had been wounded in the present war.

The Chinese Unrest (Delayed).

London, June 4.

According to Reuter's correspondent at Shanghai, Northern troops have devastated Hunan. They burned down the town of Li Ling and sacked Peking. The contrast is most marked between the difficulty of the British Mission obtaining a guard, and the fact that the Chinese are protecting the Germans. Wherever the troops pass they spread ruin, murder and rape.

DEATH OF MR. THOMAS HOLMES.

Famous Court Missionary and Authority on Criminals.

The death has occurred, at the age of 73, of Mr. Thomas Holmes, the popular police court missionary.

Pathos and romance are blended in the life of Thomas Holmes, who spent 21 years in the courts, and for whom many a criminal to-day has a word of appreciation.

Born at Fellsall, near Walsall, of poor parents, he worked as an ironfounder until he was 41. His two objects in life were learning and philanthropy, and after his hard day's work he would devote himself to the education of his fellow-workers in evening classes and at the Sunday school.

Disabled by an accident, Mr. Holmes was compelled to seek other work. He was advised to apply for the post of court missionary at Lambeth Police Court, then vacant. He received the appointment, and devoted the next twenty years of his life to work among criminals of every description.

In 1905 Mr. Holmes retired from the police courts to become secretary to the Howard Association for the reform of prisons and criminal law. As a criminalist he was world-famous. At the same time he possessed a sympathetic insight into the life of those unfortunate creatures who are unable to escape from the chains of the underworld.

Mr. Holmes could tell some of the most grimly pathetic stories, not only of the underworld but of the Bohemian life of London. He was a man who had talked with murderers, who knew their psychology, while there was very little that he could not describe of the struggles of poor artisans.

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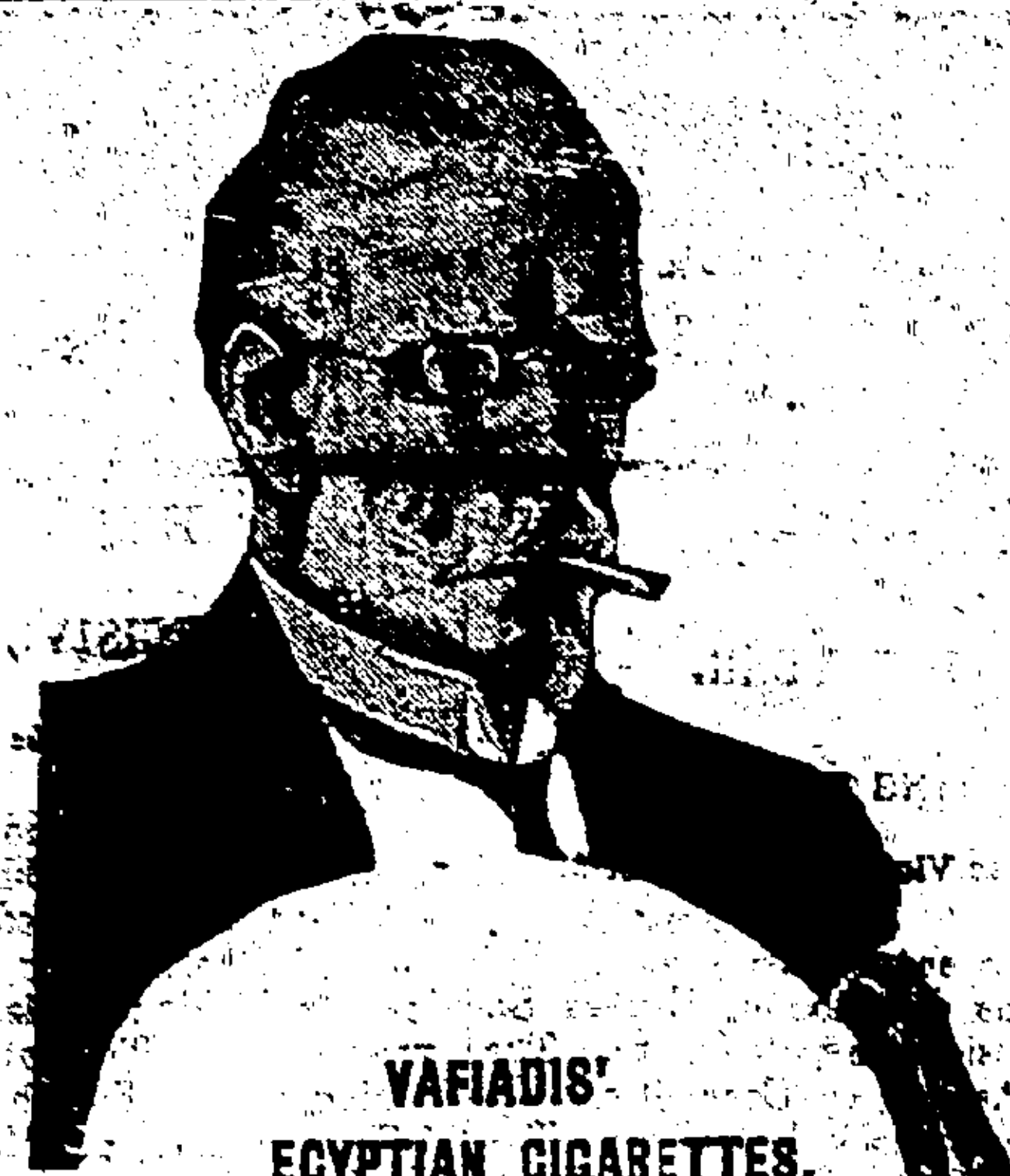
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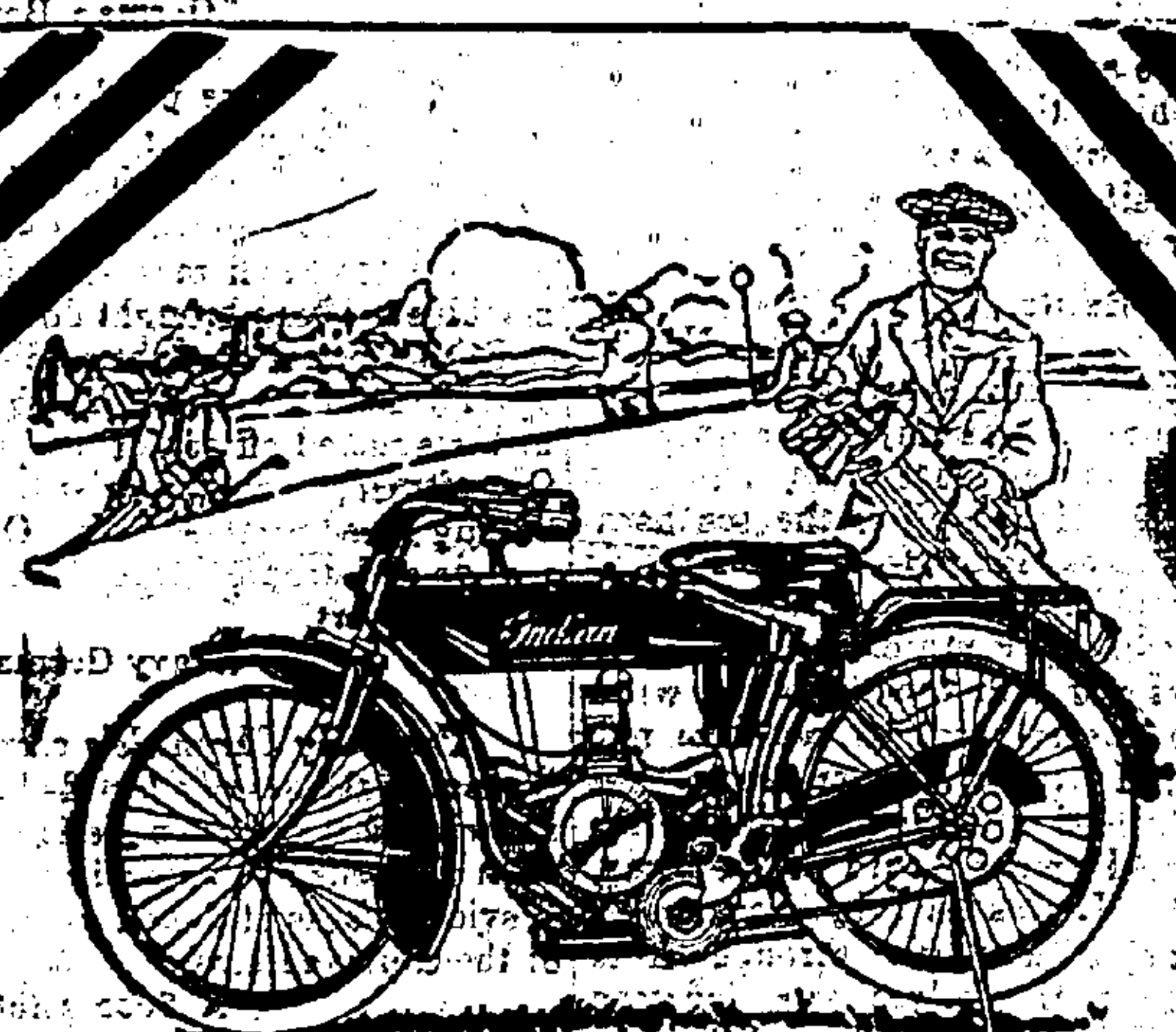


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GENERAL NEWS.

Restriction on use of Jute.

The Army Council have issued an Order providing that no person shall put into any process of manufacture any raw jute or any yarn or other article or material wholly or partly manufactured therefrom without a permit from the Director of Raw Materials.

Prince of Wales at the Union Jack Club.

The Prince of Wales paid a private visit to the Union Jack Club recently. He was received by Major H. F. Wilkinson, the Club's manager, in the absence of Sir Edward Ward, the president of the club. The Prince had already visited the club on 11th day, and wished to inspect the arrangements made for the comfort of the men at night. He called to speak with some of the men, among them an old shipmate of his in the "Hindustan". The Prince expressed himself greatly pleased with his visit, and as he left at midnight he was cheered by the men in the club and a large crowd that had gathered in the street.

Nationalisation of Everything.

At the concluding session of the annual Scottish Trades Union Congress, at Ayr, recently, resolutions were adopted demanding the nationalisation of mines, shipping, railway and banks, and in favour of the "Whitely Report" being brought into operation in the "Post Office" service, and of opposition to the introduction of military training in schools. It was stated that there were far too many trade unions and the Scottish oil workers contended that there should be federation in each industry. The Congress adopted a proposal from Aberdeen declaring that in view of the admitted scarcity of foodstuffs—and what was termed the "scarcity of foodstuffs"—the complete socialisation of the food supplies and the elimination of private profiteering be called for. The Government were also asked to take immediate steps to eliminate all profiteering among the public and in their own departments.

Mother and Daughter Acquitted.

At the Central Criminal Court, before Mr. Justice Lush, Eleanor Seale, 46, and Alice Flora Seale, 22, mother and daughter, both on bail, pleaded "Not Guilty" to an indictment under the Children Act, 1908, charging them with neglecting the child of the younger defendant, aged 4 years. The jury found both defendants Not Guilty. No evidence was offered by the prosecution on a coroner's inquisition charging them with the manslaughter of the child, and the jury found them Not Guilty upon that charge also, and they were discharged.

The case for the prosecution was that the defendants did not call in a doctor to see the child, who had been suffering from rickets, and Sir Archibald Bodkin pointed out that the Children Act provided that it was the duty of those having the care of a child to call in medical aid, and if they did not do so they would be deemed to have neglected it.

Trade Boycotts After War.

London, May 2.—The interim report of the Committee on Trade after the War, of which Baron Balfour of Burleigh is chairman, says:—"Any general prohibition of exports to present enemy countries after the war would be impracticable and inexpedient." The report deals with the United Kingdom and British overseas possessions and the conservation of the resources of the Empire during the transitional period after the war. It says that the present system of rationing "present countries" is impracticable and inexpedient, but adds:—"The Paris resolutions can be carried into effect if the policy of strict control of certain important commodities can be agreed upon between the Allies and the Empire for the transitional period. Any measures should be taken at an early date for the re-organisation of the British Empire and its Allies to meet the situation mainly derived from these countries and required by them. The committee considers this policy should be applied by prohibiting certain exports except under licence."

G. R.

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GENERAL NEWS.

In Memory of Will Adams.
At the summit of Mount Hill, Yokohama, on May 30, the British Ambassador to Tokyo unveiled a monument to the memory of Will Adams, the first British subject to land in Japan. There was a large gathering of Japanese, including many distinguished officials and civilians.

"He Died for Freedom."
The memorial to be given to next-of-kin of those who have fallen in the war will consist of a bronze circular plaque, accompanied by a scroll with a suitable inscription. The plaque bears the inscription "He died for Freedom and Honour." In preparing the scroll the committee appointed to carry out the scheme desired a short sentence or two expressing in dignified English the nation's gratitude, and some of the first literary authorities were consulted. The final phrasing is mainly the work of Dr. Montague James, Provost of King's College, Cambridge, and a sentence by the late Mr. Charles Keary, the historian and novelist has been added. The inscription is surrounded by a special device, including the Royal Arms in colour, with the initials of the King. It is hoped to proceed at once with the execution of the memorials, but in view of the scarcity of paper and metal it is at present uncertain when they will be available.

Soldiers of 1914.
The National Federation of Discharged and Demobilised Sailors and Soldiers held a demonstration on Saturday in London. A procession formed on the Embankment comprised several thousands of discharged men, accompanied by bands and banners. A mass meeting in the Albert Hall was presided over by Mr. J. M. Hogge, M.P., the president of the Federation, who said that the audience was composed of men who went voluntarily to the colours. Their fellow-countrymen were now defending another line with the same tenacious courage and indomitable will as that of the "contemptible little Army" that held the line in the autumn of 1914. They wished their comrades God-speed in the conflict in which they were engaged (Cheers). A resolution was passed expressing the determination to bring the war to a victorious conclusion, sending a message of admiration and pride to comrades at the front and requesting the chairman to convey to the King the assurance of their loyalty. Mr. Bottomley said he had absolute confidence in our ability to come out triumphant in this great struggle. There might be a question of a temporary disappointment here and there, but how could they doubt the ultimate result? Above all things, let the men at the front be comforted with the solemn assurance that the people at home appreciated the obligation they were under to them; and the knowledge that just as they had saved the country so the country would save them.

Kaiser at Prayer.
Amsterdam, March 27.—Describing a visit which the Kaiser paid to the Cologne Cathedral on March 15, before the great battle began on the western front, the Cologne correspondent of the Tgd says:—"There were only a few persons in the building. Under high-arches and in spacious solitude the Emperor sat as if in deep thought, before the priests' choir. Behind him his military staff stood respectfully at some distance. Still musing, as he rose, the monarch resting with both hands on his walking stick, remained standing immovable for some minutes. Then he turned and, without exchanging a word with his suite, left the Cathedral at their heads. Thousands of his subjects hurried up and gave the monarch a spontaneous ovation, in the midst of which he walked to the neighbouring station. The Emperor frequently made the military salute, but the expression on his face did not relax and he remained silent and extremely serious. His face wore a look of earnest resolution which was rendered still more striking by the fact that he has much aged during the war. I shall never forget this picture of the maturing monarch praying in Cologne Cathedral on the eve of the great battle."

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MR. ASQUITH AND FREE TRADE.

Essential for After-War Prosperity.

Mr. Asquith visited Derby recently in connection with the meeting of the National Liberal Federation. He had an enthusiastic reception at the meeting of the Liberal Council in the Central Hall.

Mr. Asquith said that in these days they must walk warily lest they would incur the reproach of committing a breach of what in the journalistic jargon of the hour was called the party trace. He was all for the party trace, and he thought he had shown that while we were engaged in this life and death struggle on the side of freedom against the reactionary powers of the world it was of vital interest not only to ourselves and to our Allies, but to humanity.

It was ten years since by their free choice he was nominated to be leader of the Liberal party. He had not resigned the position—(loud cheers)—and he was not aware that he had been deposed. (Laughter.) Until the time came when his natural faculties deserted him, of which event he would no doubt receive timely warning from his candid friends he had no intention of doing so. (Laughter.)

The period divided itself into two chapters, the outbreak of the war being the dividing line. Speaking frankly as a party leader to party men, he claimed that the years preceding the war were among the most strenuous and fruitful in the annals of the Liberal party.

Referring to the death of Mr. Beidmont, Mr. Asquith said that no one could speak with greater sincerity of his tenacity of purpose, honesty of conviction, and loyal devotion to a great cause. He was pleased to know that his old friend John Dillon had, by the unanimous voice of the party, been called upon to fill the place of leader.

These were critical moments in the fortunes of Ireland. Let them remember that more was at stake in all this, more than even the future of Ireland, or the future of the British Empire. If they asked him at that moment what he considered to be the one thing that was most necessary

and most urgent in the interests not only of Great Britain and Ireland or of the British Empire, but in the interests of the Allied cause and the future of the world, he would say without a moment's hesitation that it was reconciliation in Ireland. (Cheers.) They heard disquieting reports, but he refused to believe that at this supreme moment the British and Irish statesmanship was so bankrupt that it could not find an honourable solution.

In the present circumstances, and speaking to them as Liberals, he would say that they had two paramount and overwhelming obligations. The first and the obvious one was to devote themselves, as they had always done, to the whole-hearted prosecution of the war, with a view to the speedy attainment of a clean peace. Any other peace they did not desire. There was a great struggle proceeding at this moment, in which their interests were absorbed, and if they had been able to foresee events they might have postponed the meeting, but there was no doubt that the skill of our generals and the indomitable tenacity of our soldiers would more than hold their own.

He proposed to confine himself to one aspect of the future which in a sense dominated all others, that was national finance. Our national debt at the close of this financial year would be £20,000,000,000, and if the war went on another year it would be £28,000,000,000. Debt charges, pre-war services, and the new services which must follow the war brought up a colossal total upon which it was not safe even to conjecture.

That brought him to the question, How was it to be met? Frankly and without any qualification or reserve it could be met in one way only, and that was by increasing the annual national wealth; and that meant by increasing in efficiency and output the productive capacities of the capital and industries of the people. It was just here that they might come to the dividing point and would have to call in the teachings and examples which had made Liberals escape a double danger—on the one side the danger of a return to the artificial system of Protection, and on the other side the danger of excessive trust in the State supervision and control. They must not be ashamed of

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afraid to have in their minds and on their lips what many people in these days regarded as an out worn and even threadbare formula, Free Trade. (Cheers.)

It was true the war had brought about many changes in the economic structure of the world, and it would be ridiculous to show themselves for the sake of an imaginary or superstitious consistency, blind to the teachings of experience; but he stated his opinion for what it was worth, he knew of nothing in the experience of this war which should lead them for a moment to doubt that in a country circumstances like ours Free Trade in its largest and most generous sense would be at least as necessary for the country as before the war.

With regard to State control he said their experience had not been altogether happy under the domination of a cohort of controllers. To suppose we could maintain competition against the world under State control was the ideal and empty dream. Taxation must satisfy free conditions; it must not fetter the free and natural development of our industries and markets. It must not check or penalise saving and accumulation; and it must adjust with far more equity than was possible under our present system the burden of payment and the capacity to pay.

Tractors for Farmers.

The Food Production Department strongly recommends farmers to reduce to the lowest possible limit the area under bare fallow, says the Times. Advantage should be taken of the fine weather to clear foul land; and, should the season continue favourable, a large proportion of the land usually fallowed might be put under crop. Tractors are available for cultivating, cross ploughing, &c., for which purposes they compare favourably with any other means of cultivation. Farmers who wish to hire tractors should apply to their County Agricultural Executive Committee.

BLUE UNIFORM FOR AIR FORCE.

Khaki to be Worn Until War is Over.

Mounted on a dressmaker's fitting "dummy" in such a way as to give it a waist which will be the envy of the dandiest of "sue," there is displayed at the Air Board's offices at the Hotel Cecil a specimen of the new uniform for the Royal Air Force. It is a very chic uniform of a delicate blue colour, which will bring back in subdued form some of the pre-war glory that vanished when all uniforms were changed into the universal drab khaki.

In blue, however, the uniform is not to be worn during the war, except as a mess dress for officers. During the war a khaki edition is to be worn, and with zeal for economy, the Air Board has decreed that even this shall not be made compulsory until a sufficient time has elapsed for existing R. N. A. S. and R. F. C. uniforms to wear out.

The existing type of uniform for both Services has been "washed out" altogether, and the new type is in a style similar to the officer's service tunic, except that there are no shoulder straps, and the Sam Browne gives place to a cloth belt, sewn to the tunic at the back and fastening in front with a bright buckle of gilt metal. The new uniforms for N.O.O.'s and men will also be in blue after the war.

Rank will be denoted by the badges of the Royal Navy, in khaki braid instead of gold, with a bird surmounted by a crown, both in gilded metal, in lieu of the R.N. executive curl. A second lieutenant will wear the bird and crown on both sleeves, but with no lace, a lieutenant the bird and crown with one row of lace, a captain with two rows, and so on. The cap and buttons are to be of the R.N.A.S. pattern, the former bearing marks of rank as well as the badge, and the latter a bird surmounted by a crown. Trousers and breeches are as now worn by the R.F.O., and khaki shirts and collars are to be worn with black ties.

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NOTICE TO MOTORISTS.

A MEETING OF MOTORISTS will be held on FRIDAY, 14th June, 1918, at 5.15 P.M. at the offices of Messrs. JARDINE, MATHESON & CO. LTD., HONGKONG, when proposals for the formation of an AUTO-MOBILE ASSOCIATION in Hongkong will be submitted.

All owners of motor cars or motor cycles are requested to attend. Hongkong, 10th June, 1918.

NOTICES.

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WE beg to notify the Public that we, the undersigned, being proper and fully certificated Masseurs, have this day formed the above Massage Association.

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The Hongkong Telegraph.

HONGKONG, THURSDAY, JUNE 13, 1918.

THE SITUATION IN SIBERIA.

Of the many telegrams to hand yesterday, none, probably, was more interesting to most people in this part of the world than those referring to the state of affairs at present existing in Siberia. It is quite clear that events there have been shaping themselves rapidly of late and that, as Renter's Tokyo correspondent points out, the Far East may in the not distant future witness "a dramatic denouement." For a considerable time past it has been apparent that Siberia would probably be the scene of some stirring events, closely connected with, if indeed not forming part of, the world's war. Exactly how the Soviets look upon Siberia's recent adoption of independence is not quite clear, but what is becoming more than ever apparent is that German machinations have included Siberia within their orbit, and that the taking over of the Trans-Siberian Railway is part of the pretty little scheme which they have in hand. This much is now more apparent than ever, as in one of yesterday's telegrams a denial was given by Renter's correspondent at Moscow to the report that negotiations were being conducted with a view to the control of the Trans-Siberian Railway, as far as Irkutsk, passing under the control of Germany. It may be that the denial is more substantially based than the report, but at any rate this seems to us to be a case of "where there is smoke there is fire," and therefore a blaze may be expected at any time. It certainly is being fanned into activity at the present time, and the probability points to a conflagration before very long. Indeed, it is no secret that but for the views held by the United States regarding Russia, Japan would have taken very decided action in Siberia long before now. The landing at Vladivostok recently, though ostensibly to deal with purely local affairs, had this larger policy in view, and doubtless has it yet, for the Japanese and British landing parties are still in the Manchurian port, which is the extreme eastern end of the Trans-Siberian Railway. Japan, particularly, as indeed all the Allied Powers, cannot afford to allow Germany to obtain a footing in Siberia, and as soon as it is realized that the Germans are making a cat's paw of the Russians, under no matter what guise, drastic action must and doubtless will take place. Japan may be relied upon in this matter, for she is quite capable of dealing with it effectually.

The new situation has been created by reason of the fact that what is known as pro-German Bolshevism, which until recently was confined to the west of Harbin, is now spreading eastwards and threatens to pass Harbin in the direction of Vladivostok. Included in the Bolshevik forces that are now so actively engaged are no less than 2,000 Austro-Germans, most of whom were prisoners in Siberia prior to the Russian defection which was precipitated by the fall of the Romanoffs. These Austro-Germans are undoubtedly doing their utmost to extend German influence in Siberia and, if they can do so, even further east. Of course, they are giving it out that they are wholly absorbed in the interests of Siberia in her effort towards obtaining independence.

Clearly the time is now ripe for Allied action, all the more so as the Berlin press is urging Germany to intervene in Siberia. That of course means that Germany is about to pay more attention to Siberia than hitherto and that hostilities may break out there at any time. It is to the interests primarily of Japan and China to see to it that Germany does not obtain a footing in Siberia, and whatever action these two nations may be prepared to adopt will most likely obtain the hearty approval of the other Allied Powers. The great point now to keep in mind is that rapidity of action is all-important and may be of vital consequence.

China and Russian Subjects.

If it is true, as Renter learns, that China has at length decided to deport all enemy subjects for internment in Australia, a step of the utmost importance has been taken. It has long been a most anomalous state of affairs that China, having declared war on the enemies of mankind, should permit German and Austrian subjects to roam about at their own sweet will, free to indulge their well-known proclivities for mischief-making and intrigue. It is true that they have been kicked out of business life, but that circumstance has given them all the more time to devote to activities of a more ulterior order. So far, happily, all their more serious efforts in the way of intrigue have been circumvented, but they have, none the less, been associated with many shady occurrences. There are probably more enemy subjects in Shanghai than elsewhere in China, and Britishers in the Northern Settlement will have no regrets in saying farwell to the Hans. They should all have been bundled out long ago—but better late than never.

The Right Hon. Mr. Asquith.

The extraordinary statements regarding Mr. Asquith and other well-known public men, made in the course of the action raised by Miss Maud Allan against Mr. Noel Pemberton Billing, M. P., further prove that each man runs very much greater risk of being calumniated than do others. To say of men such as the Right Hon. Mr. Asquith, of Viscount Haldane, and Mr. Justice Darling that they are "sexual perverts" is simply preposterous. It is an idea that could have emanated only from a crazy mind, for no one can know of such men without knowing that in their private life they are beyond reproach. According to Mr. Billing the statement is made on the authority of a so-called German "Black Book," in which the names of no fewer than 47,000 English people are mentioned. As Mr. Justice Darling said at the trial, reference to such a book, assuming that it exists, was entirely irrelevant, and the mention of names such as that of Mr. Asquith, whom all hold in such high esteem and admiration, was nothing short of being a gratuitous piece of impudence, unworthy of serious consideration. It is pleasing to note that distinguished political opponents of Mr. Asquith, such as Lord Curzon and Earl Selborne, have taken the first public opportunity of repudiating such disgraceful references to one whose life has been of unblemished purity.

Another Hunnish Outrage.

The Germans have added another stain to the many that will indelibly remain on their name long after peace is declared. It is not the first occasion, by a long way, that they have torpedoed hospital ships, passenger ships, neutral ships, and other ships that by international law are or should be exempt from the attentions of belligerents. But in sinking the Konigin Regentes they have for the first time deliberately attempted to murder British delegates en route to attend an important conference. Happily, the enemy's diabolical plan did not succeed, as the delegates very prudently had decided to make the voyage on another vessel than that at first mentioned as the one in which they should travel. It is difficult to understand what the Hans expect to achieve by such barbarous conduct, and the only reasonable conclusion to come to is that, as in the case of the sinking of H.M.S. Hampshire when Lord Kitchener and other distinguished men were drowned, the enemy hoped to bag another similar batch. People have, of course, long since ceased to wonder at the Hans' atrocities, so why should we be astonished by this latest instance of Hunnish barbarity? All that need be said is that only the Germans would be capable of sinking a hospital ship on which were travelling delegates en route to confer regarding a matter that was as much to the interest of Germany as it was to England. Truly indeed have the Germans earned the name of Huns, just as long ago they earned the name of Boches.

DAY-BY-DAY.

IT IS A WISE MAN WHO KNOWS THAT A WISE MAN DOES NOT KNOW TOO MUCH.

To-morrow's Anniversary.

To-morrow is the anniversary of the Battle of Marengo (1800).

The Dollar.

The opening rate of the dollar on demand to-day was \$3.25.

The Colony's Health.

During yesterday there were notified four fatal cases of enteric, four occurrences of plague (two fatal) and two fatal cases of spotted fever. All the sufferers were Chinese.

To Mariners.

A notification issued by the Harbour Master of Canton states:—During the time of strong current those in charge of native small craft experience great difficulty in managing their boats with safety. Steam and motor launches travelling at high speed raise a wash which greatly adds to the dangers besetting these small boats. A local notice to mariners has already been issued to motor and steam vessels to travel at a low speed through the harbour during the time of freshet. They are now hereby again notified that these instructions must be obeyed. The safety of the small craft on the river demands consideration.

An Unsatisfactory Explanation. A Chinese was charged, at the Police Court this morning, with being in unlawful possession of a sack of rice. It was stated that defendant was arrested on the On Lee Wharf with the rice in his possession. He then told a looking that the rice had been given to him. His Worship did not consider that his explanation was very satisfactory and imposed a fine of \$10, with the alternative of three weeks' hard labour.

THE TENNIS TOURNAMENT.

Championship Singles
Unfinished.

After playing no less than thirty-five games in the Championship tennis event of the Colony yesterday, the holder, S. E. Green, who is meeting that well-known Chinese player, Ng Sze-kwong, had to give up owing to a very bad attack of cramp which rendered him altogether hors de combat. The match between these two men had been eagerly looked forward to for some time past, and had on a former occasion to be postponed owing to bad weather. The recent rains had made the ground distinctly on the soft side and this, combined with the fact that the weather was extremely sultry made conditions rather uncomfortable for play. There was a very large attendance in the War Charities stand when play commenced, and the stand was full before the match had been very long in progress.

At the outset it became clear that the contest was one between styles, for Ng Sze-kwong, well-known to be strong in backline driving play, adopted cutting tactics and so disconcerted Green that the latter was at times left standing and often forced to run forward for the ball without success. Green's strength is driving and, had his opponent chosen that class of play, Green would have walked away. The Chinese player had certainly studied tactics to useful purposes, though his play was not conducive to interest for the spectator. The first set was a long one and eventually went to Green by 7-5, and at the conclusion of it both were showing signs of wear.

Green had made Ng Sze-kwong run about by well-placed drives and the latter had given Green some running to do to pick up exceptionally well-cut balls. Green's opponent had such a mastery of the out stroke in the second set that he took it by 6-1, though it must be stated that Green did not try to return many

shots he could have reached. He seemed content to let his opponent take the set.

The third set was never finished, although it went as far as eight games all. A great struggle was seen. After the game was one-all, Ng held the lead until Green brought the games five-all, and six-all seven-all and eight-all were called with both players having held the game advantage. Ng Sze-kwong has shown signs of slight cramp but it was not expected that Green would be attacked in this manner. After making a reaching effort to return a good drive, he was seen to be resting on his racket and it was soon known that he had been seized with cramp in both legs. Some time was spent in massage, but the contractions only became worse and Green eventually had to allow it to be announced that he could not continue. With fine sporting nature, Ng Sze-kwong expressed his willingness to fight the game all over again, and the match will be re-played at a date to be announced.

Miss Ventris then presented the prizes won in the tournament. The Hon. Mr. Claud Severn, O.M.G., expressed regret at the unfortunate accident to Green that had brought what promised to give an exciting finish to a stop. Ng Sze-kwong, to whom the match would have gone under the circumstances, had asked that it be played again on a subsequent date. (Applause). In the absence of Mr. F. Matland (President) on behalf of the committee of the H.K.C.C. he thanked Miss Ventris for attending to present the prizes won in the tournament. The entries had been very numerous and many of the matches had been most keenly contested. On the whole it had been a very successful tournament. He would like to express, so far as local tennis was concerned, their regret at the departure of three prominent players, Rev. O. L. Cooper Hunt, Messrs. R. Hancock and P. H. Cobb; but they had gone to fight a sterner contest on behalf of the Empire, so while Hongkong regretted their departure they wished them every luck in the work they had gone to do. He congratulated Ng Sze-kwong and Wong Po Keung on their wonderful fine play in the Doubles Championship. The War Charities stand, he was glad to say, would bring in at least \$2,600. (Applause). He asked Miss Ventris to be so kind as to present the prizes.

The list is as follows:—
Open Championship Singles, 25 Entries. Open to anyone in the Colony. Challenge Cup kindly presented by Sir Paul Chater, O.M.G.—(Unfinished).

Open Championship Doubles, 18 Pairs. Open to any pair in the Colony. Two Challenge Cups kindly presented by the Hon. Mr. Ho Yook. (Holders 1917: Ng Sze-kwong and Wong Po Keung).—Winner: Ng Sze-kwong and Wong Po Keung; Challengers: H. A. Nietbet and R. Hancock; Runners-up: M. K. Lo and M. W. Lo.

Handicap Singles, A Class, 23 Entries.—(Unfinished).

Handicap Singles, B Class, 19 Entries.—Winner: P. H. Cobb (res. 15); Runner-up: Capt. Henderson Smith (res. 16).

Handicap Doubles, 20 Pairs.—Winners: O. Thorne and J. R. Wood. (res. 15); Runners-up: N. E. Kent and J. S. Jennings.

Mixed Handicap Doubles, 22 Pairs.—Winners: H. E. Murray and Mrs. Hammond. (owe 1/6); Runners-up: Rev. O. L. Cooper Hunt and Mrs. Nietbet (owe 15/3). Three cheers were given for Miss Ventris, to whom Mr. P. M. Hodgson, Secretary of the Club, handed a bouquet of roses.

Mr. Severn mentioned the good work of Mr. Hodgson to make the tournament a success. His work was much appreciated by the members of the Club and by all those members of the public who attended the matches. Mr. Hodgson had worked very hard indeed as he had done in former years. He called for three cheers for him.

There was a hearty response.

U. S. AIR PROGRAMME.

Senators Demand a New Investigation.

Washington, May 2.—Investigation of the army aviation programme with a view to criminal prosecutions was urged to-day in the Senate. Gross extravagance and misuse of appropriations for the aviation programme were suggested and, in spirited speeches, several Senators declared further investigation should be made as to any criminal or civil liability of those responsible.

Senators Brandegee and King both urged a criminal investigation by the Senate Military Committee. Senator Hitchcock, of Nebraska, acting chairman of the Senate Military Committee, said the Committee was ready to act if the State should order an inquiry, but contended that the Department of Justice should make any criminal inquiry.

Presenting a telegram from Mr. Borgium denying statements in recent Senate debate that he was "not entirely a disinterested witness," Senator Brandegee said the Military Committee should hear witnesses proposed by Mr. Borgium regarding possible criminal aspects of the delay in aviation production. Mr. Borgium's telegram denied that he was financially interested in the manufacture of planes.

Senator Poinsett, of Washington, referred to the criminal law against accessories to crimes and to statements regarding aircraft production made by Secretary Baker. "Is not the Secretary of War the man himself that ought to be reached by the Committee if it is seeking to hold some one responsible?" asked the Senator.

"I believe the Secretary was completely deceived by officials in charge, as was the Committee," Senator Hitchcock replied.

The Aircraft Board was charged by Senator Hitchcock not only with "misleading the Committee for weeks" but with playing a "gigantic confidence game on the whole country" by giving the impression that the Liberty motor resulted from a conference of engineers in a Washington hotel. As a matter of fact, the Liberty motor, the Nebraska Senator declared, is the Packard motor, which has taken the Packard Company three years to develop, "but now are going to pay that company between \$500,000 and \$1,000,000 for three years' experimentation, and that matter is now being adjusted."

In refusing to sign either the majority or minority report, Senator Beckham, of Kentucky, a member of the Military Committee, said he did this because he did not believe the Committee was ready to make a report, adding he believed the Committee should go further in its investigations.

After to-day's discussion Military Committee members said the Committee soon would consider re-opening and enlarging the aviation inquiry with a view to hearing Mr. Borgium's information and witnesses.

A report on the aircraft situation, compiled by the investigating committee of the Aeronautical Society of America, was filed in the Senate to-day by Senator Wadsworth, of New York. It reviews at length optimistic statements on the progress of the building programme attributed to Secretary Baker and brands them as false and misleading. The report does not attempt to fix responsibility for delays and failures of the aircraft programme, but in a general way supports the published charges made by General Borglum, the sculptor, who under authority of President Wilson, made a confidential investigation and report on the aircraft situation.

Some portions of the report are startling in their flat charges of inefficiency. It charges that not more than 5 per cent. of the facilities for building aircraft have been utilized by the Aircraft Production Board, and that re-orienting and training of men for work in charge of the programme have given up hopes of a great fleet of aircraft in 1919.

TO-DAY'S MISCELLANY.

If it be true that War Office experts laughed away a scheme for giving us one of the new high velocity far ranging guns which Germans apparently possess, we have another grievance against them. The Armstrong gun, first of rifled ordnance, which changed the whole character of artillery, was snared at by the authorities as a pop-gun. The gun is true, was but a three pounder, yet it was 57 times as accurate as anything else in existence. There was the principle, and when a larger gun came Woolwich declared itself unable to make it.

Tradition has it that a very good gun lies in fragments to this day at the bottom of an Indian ravine. Sent out to be tried under every conceivable condition it was taken up uncertainly, rushed down rocky tracks left in a torrent unharmed for a week, and was in every way satisfactory. The reports as to its behaviour were perfect. But an official wrote out that the piece had not been dropped over a precipice? It was dropped, and its mechanism was seriously disarranged. So it was left to rust where it lay, and obsolete guns, no longer dropped, held sway unchallenged.

That wonderful American magnetic gun, worked by a series of powerful electro magnets acting along a sixty-foot barrel, appears to have got no farther than its "blue print" stage. Had it materialised one is tempted to speculate on the effect of those magnets on surrounding objects. Would the attraction prove too much for the inertia of a shell dump, for instance, and end by smothering the gun in its own projectiles?

What has become of the record projectile discharged over Jules Verne's "City of Steel" with such velocity that it defied all the efforts of gravity to bring it to earth. The projectile left his weird invention revolving round the earth once, remember. But surely in all these years other forces have acted upon it—notably friction, which should have melted or worn it to death by this time. The secret of that projectile lay in the passing fact that its initial velocity was many times greater than its actual velocity—one of Verne's toughest enigmas.

The stoppage of the supplies of sea-borne coal in England would, once upon a time, have meant much to the Duke of Richmond. The first duke was the illegitimate son of Charles II, and the Countess of Portsmouth, and the generous father bestowed, with various titles, an income upon his son "and his heirs for ever," derived from one shilling on every ton of coal exported from the Tyne for consumption in England. The tax was paid for a century; then it was converted into a pension of £19,000 a year, and ultimately redeemed by the nation for £635,333.

M. Escoffier, the famous French chef, who has been awarded the bronze medal for Distinguished War Service, has a curious experience during the war of 1870. He was taken prisoner, and on his identity and talent being discovered was told off to cook for the Emperor, with the result that when the war ended every inducement was offered him to remain in the Prussian royal kitchen.

America is doing wonders with her reinforced concrete ships. There is a great bonanza of activity towards the same end in British yards, and Norway, the originator, has no regrets as to her craft of this type. The sole question in the mind of one authority is: "How much more steel? Another still higher? But iron and steel ships were declared impossible on these very grounds. Steel is, of course, heavier than wood, but so little is said that the weight of a steel ship is actually only two-thirds that of a wooden one.

STRANDING OF THE
TITBAROM.Enquiry Held at Captain's
Request.

At the Marine Court this morning an enquiry was opened into the circumstances attending the stranding of the s.s. Titbarom on the Pratas Reef on May 29. The enquiry was held on the request of the Master, Captain F. H. Hamblin.

The Court was composed of Commander O. W. Beckwith, R.N. (President), Commander O. W. Gibson, R.N., Captain Pritchard, Captain McKenzie and Captain T. Arthur.

Mr. W. E. L. Shenton appeared to represent the Captain, and Mr. E. Davidson was present on behalf of Messrs. Jardine, Matheson and Co., operating the vessels.

In opening the case, Mr. Shenton stated that Captain Hamblin was formerly employed by the China Merchants Steam Navigation Company for nineteen years, but he resigned from the Company not very long ago for the express purpose of joining a ship like the Titbarom. Mr. Shenton handed in a number of certificates and references and proceeded to say that on May 20, Capt. Hamblin took over the ship at Shanghai. Whilst taking over, he saw that the time ball was taken and also saw the rate book. He saw other entries and was informed that the ship's chronometers were all in order. He was told that the third officer was a good navigating officer and in other ways he tried to make himself thoroughly acquainted with the ship. They left Shanghai on May 25, but on May 28 he discovered that the entries in the rate book were unreliable and he decided to take the first opportunity of ascertaining the errors. He steered close to the coast, but, owing to dull weather, was unable to check and correct his chronometers. On May 28, at 1.10 p.m., the ship was abreast of the Lamoucks Light House, but owing to weather conditions it was then impossible to correct the instruments. The Captain decided to make for the Pratas Reef, hoping by that time that the weather would have cleared and that he would be able to make all corrections he wanted to before starting on the long open sea trip for Singapore. In his calculations he allowed for a northerly current, which would have been usual under such conditions as were prevailing, and at 3.30 a.m. on the morning of May 29 he calculated that he was more than fourteen miles north of the reef. On the previous night he had given night instructions to the other officers, which they all signed, and agreed to, and left word to be called at 3.30 the next morning. He was so called and the officer on the bridge then informed him that the log showed 682, from which the ship should have been over fourteen miles from the reef. The Captain went in the chart room to check the current and it was whilst he was there—at 3.35 a.m.—that the ship struck. All precautions were at once taken for the safety of the ship and the lives on board. By the log they had come 135 miles from the Lamoucks Light House, whilst the actual distance was 149 miles. This revealed that the log had run slow by fourteen miles, due to a strong southerly current. The propeller also showed a deficiency, and both those factors forced them to believe that a strong southerly current had been experienced. He (Mr. Shenton) was going to submit that such southerly current was contrary to what the Captain should reasonably have supposed, having regard to the conditions of the previous day, the fact that the south-west monsoon had set in, and the log and propeller indications. Mr. Shenton quoted from a "China Sea Pilot Book" to the effect that when a south-west monsoon was blowing the current was generally northerly. He added that the submission in this case would be that it was owing to a local depression to the north of the ship that the current was disturbed and that the master should reasonably have expected a northerly

BABY'S OWN TABLETS
AN EXCELLENT REMEDY.

When the baby is ill—when he is constipated, has indigestion, colds, simple fevers or any other of the many minor ills of little ones—the mother will find Baby's Own Tablets, the Canadian children's remedy, of great help. They regulate the stomach and bowels, thus banishing the cause of most of the ills of childhood. Concerning them Mrs. Paul Dinette, Cheseville, Quebec, writes:—"I can recommend Baby's Own Tablets to all mothers as I have used them for my little one for constipation and diarrhoea and have found them an excellent remedy." The Tablets are sold by medicine dealers, or by mail at 60 cents a vial from the D. Williams' Medicine Co., 96 Szechuen Road, Shanghai.



An attack of rheumatism does not guard the patient against subsequent attack. On the contrary, a person who has had rheumatism is more liable to be attacked than one who has not.

This blood is a condition always present in rheumatism. On the other hand rich, red blood cures rheumatism. Build up the blood and the rheumatic poison will be driven out.

Dr. Williams' Pink Pills begin at once to send purer, richer blood to nourish and soothe every muscle, every ligament and in flamed joint covering. Our new book, "Building Up the Blood," is free on request.

Dr. Williams' Pink Pills are sold by all chemists, or sent post paid, 1 bottle for \$1.50, 6 for \$8.00, by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

Swiss Citizen Shot as a Spy. Paris, May 2.—A Swiss citizen, Nivergel by name, was executed as a spy at dawn to-day at Vincennes. The Swiss Government had made representations in his behalf, but no reason was found by the French Government to modify the sentence of death pronounced by a court-martial three months ago. Nivergel faced the firing squad calmly.

current. He submitted that the master acted reasonably in Shanghai by trying to find out all he could and by what he was told; that he was entitled to believe a certificated man like his predecessor and that he made proper calculations; that he tried every means by which to find out the errors before going on a long stretch to Singapore; and that it was owing to the intervention of unforeseen events—namely the southerly current—that the ship struck. He was going to ask the Court to exonerate the Captain from all blame. In conclusion, he pointed out that the Master had asked for the enquiry himself.

The Captain then went into the box and bore out this statement in detail.

Further evidence was taken and the enquiry was adjourned until to-morrow.

TO-DAY'S
ADVERTISEMENT.

TENNIS TOURNAMENT.

TICKETS holders at the match between Messrs. B. E. GREEN and NG SZE KWONG played yesterday, will have the opportunity of exchanging their tickets for new tickets for the replay. Particulars will be announced later.

P. M. HODGSON,
Hon. Secretary.
Hongkong, 13th June, 1918.

CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the Hongkong Telegraph.)

THE CONSCRIPTION BILL.

(To the Editor of the Hongkong Telegraph.)

Sir,—To the Hon. Member of the Chamber of Commerce, the parent of the Conscription Bill, the public owe a real debt of gratitude for his letter of yesterday.

He really cleared the misconceptions which have arisen in connection with the Bill.

Is that he says:—

(1) The original suggestion of the Chamber was that Universal Conscription of all British Subjects should be applied.

(2) Only men of pure European descent—this class has already volunteered and gone, save those who for various reasons could not go or be spared if paramount British interests are to be protected.

After reading the above, may I ask the Hon. Member if the spirit of patriotism which animated the young men of Pure European Descent to ask the Chamber of Commerce and the latter to ask the Government for conscription was altogether unselfish?

Perhaps I may supply them with the answer. The parts of the Hon. Member's letter quoted above show that both the young patriotic people's fighters and the Committee-men wanted conscription for British subjects of non-pure European descent and not for themselves, as they imagined they were well protected by shielding under the "paramount British interests."

In other words, they wanted a Conscription Bill which will give them exemption. Unfortunately for the Hon. Member and his satellites, the War Office and the Colonial Office did not view the subject with them, eye to eye.

This is another case of the bitter being bitten, or "Hont soit qui mal y pense."

Yours etc.,
X. Y. L.

Hongkong, June 13, 1918.

TO-DAY'S
ADVERTISEMENTS.

JOINT SERVICE

of the
"NEDERLAND" AND
"ROTTERDAM LLOYD"
Royal Mail Lines.
NOTICE TO CONSIGNEES.

Consignees of Cargo from San Francisco originally shipped per:

s.s. "VONDEL"
s.s. "GROTIUS"
and
s.s. "ORANJE"

are hereby notified, that their cargoes having arrived per s.s. "KANG AN" will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after noon the 21st June will be subject to rent. All claims against the steamer must be presented to the Under-signed on or before the 25th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th June, at 10 a.m. by the Company's surveyors, Messrs. Goddard & Douglas.

No Insurance whatever has been effected.
Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LYN.
Agents.
Hongkong, 13th June, 1918.

TO BE LET

TO BE LET.—Godown, No. 142 Praya East. Apply Chater and Mody, Queen's Road, Central.

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned
or fresh stewed fruit.

COULOMMIER CHEESE. COTTAGE CHEESE

NOURISHING & IDEAL FOOD.

DEVONSHIRE CREAM

CAN ALWAYS BE HAD

WE SUPPLY JUNKET TABLET ON APPLICATION.

YOUR COUNTRY'S NEED.
YOUR KING'S COMMAND.
MEN AND MONEY.

Do you realise and feel that the Flower of our Manhood is shedding its blood for YOU on the battle-fields of Europe?

Do you realise that your country NEEDS YOU? Do you realise that your country needs YOUR MONEY? What have you done to economise since war was declared?

Have you curtailed your pleasures and your desires? Have you reduced your expenses to your immediate needs?

Do you still give riotous dinner parties, picnics, dances while your brothers shed their blood for YOU? Are you fit to fight?

Have you tried to give your life in the cause of FREEDOM?

If you have not lived as you should have lived since war was declared you have helped your enemies in their crimes.

Every penny saved daily by you means one step towards victory.

Every penny squandered in satisfying your lust for pleasure means one step towards defeat, oppression and subjugation to a TYRANT'S power.

Pause and commune with your soul, search your hearts, and, to-day, remedy your faults where you fall short of your duty to your country, and add one step on the march towards VICTORY.

TO-DAY'S NEW ADVERTISEMENT.

VICTORIA CAFE, LTD.

PHONE 2667.

BREAD.

OUR BREAD EXCELS IN QUALITY.

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TO-DAY'S
ADVERTISEMENTS.

THE INDO-CHINA STEAM
NAVIGATION CO., LTD.

NOTICE IS HEREBY GIVEN that the Ordinary General Meeting of the Indo-China Steam Navigation Co., Ltd., will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on the 29th day of June, 1918, at 12 o'clock noon to comply with the provisions of Article 40 of the Company's Articles of Association.

Through unavoidable circumstances it has proved impossible to complete the accounts for 1917, in time to present to the Meeting and it will accordingly be necessary to adjourn the Meeting to enable the accounts to be presented at a later date.

JARDINE, MATHEON &
C., LTD.,
General Managers.
Hongkong, 13th June, 1918.

ST. JOHN'S CATHEDRAL.

MONDAY at 6 P.M.

ORGAN
RECITAL

Vocalist

MRS. W. T. HILL.

TO-DAY'S
ADVERTISEMENTS.

NOTICE.

DURING the absence of Mr. K. KIMURA from the Colony, Mr. J. MOGI is authorised to act on his behalf, and is in charge of our business in Hongkong and Canton.

OKURA & CO., LIMITED.
Hongkong, 17th June, 1918.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO.,
LIMITED.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"ANTIOCHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 14th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th June will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 4th July, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th June, 1918.

ENGLISH MADE SHOES.



We illustrate here a very comfortable Tan Shoe, price \$12.50 and \$14.00 per pair, to show the value we can offer.

It is made with a Glace Kid upper and best English leather sole, looks and cleans well and will ensure perfect foot-comfort.

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A CO., LTD.

MEN'S WEAR SPECIALISTS.

14, DES VOEUX ROAD.

TELEPHONE NO. 32.

Wm. Powell Ltd.

TELEPHONE 346

SPECIALISTS IN GENTLEMEN'S

NECKWEAR.

We have just received and are now making a special display of the

POPULAR BATSWING

BOW TIE

IN MANY

NEW DESIGNS.

THEY ARE DISTINCTIVE IN
APPEARANCE AND OF A
DEPENDABLE QUALITY.

PRICE \$1.00.

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COLUMBIA

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SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG

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LEMONS AND PURE SUGAR.

Price per doz. Quarts. \$13.50

" " Bottle. \$1.20

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Wine Merchants,

TEL. NO. 135.

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Hongkong.

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ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS.

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SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

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For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.

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QUICKEST TIME ACROSS THE PACIFIC

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Empress of Japan 17th July	Monteagle	1st Oct.
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Key West 10th Aug.	Empress of Japan	6th Nov.
Empress of Japan 11th Sept.	Monteagle	7th Dec.

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Excellent Accommodation. Moderate Rates.

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For freight rates and through bills of lading, apply to—

J. M. WALLACE,
General Agent,
Phone 42.

HONGKONG.

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The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, Sept. 24, 1917. Agents.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons Each.Hongkong to San Francisco,
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THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

s.s. "COLOMBIA" June 19th.

s.s. "VENEZUELA" July 17th.

s.s. "ECUADOR" Aug. 14th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special attention to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Tokyo-Kobe-Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., apply to—

Company's Office in
ALEXANDRA BUILDING,
Telephone No. 141. Chater Road.

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Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	* Kanagawa Maru T. 12,500	SATUR, 22nd June, at 11 a.m.
	* Mishima Maru T. 12,500	SATUR, 22nd June, at 11 a.m.
	* Nikko Maru T. 16,000	FRI, 14th June, at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	* Katori Maru T. 9,600	SATUR, 22nd June, at 11 a.m.
	* Aki Maru T. 12,500	SATUR, 22nd June, at 11 a.m.
SHANGHAI, MOJI & KOBE		

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES. SAILINGS FROM HONGKONG: THURSDAY, 13th JUNE, 11 a.m. VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES. SAILINGS FROM HONGKONG: THURSDAY, 13th JUNE, 11 a.m. VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

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Operated by the magnificent and rapidly equipped passenger steamers "Fushimi Maru," "Kashima Maru," "Katori Maru," each of over 2,000 tons displacement.

Next sailings from Hongkong:

* Kashima Maru THURS, 20th June, at 11 a.m.

* Katori Maru FRI, 19th July, at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293; B. MORI, Manager.

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SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
TERUYO MARU	22,000	22nd June
SHIMIZU MARU	22,000	16th July
KOREA MARU	20,000	13th Aug.
SIBERIA MARU	20,000	27th Aug.

SOUTH AMERICAN LINE.

HONGKONG TO YALPAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	13th July
ANYO MARU	15,500	6th September
NIPPON MARU	11,000	8th November

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager, KING'S BUILDINGS.

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Next sailings for SAN FRANCISCO via NAGASAKI.

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Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

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WILL SAIL FROM HONGKONG FOR

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JUNE 21 & AUGUST 31, 1918.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAWEI & TIENTSIN	Huichow	15th June at noon
SHANGHAI	Sinkiang	18th June at 3 p.m.
CEBU & ILOILO	Hwah Kuei	18th June at noon
SHANGHAI	Suiyang	20th June at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest of Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong June 13, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimanock	Java & M'lar	in port	13th June	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND KOCHOOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Hailong... J. W. Evans ... TUES, 18th June at 1 p.m.

Haitan ... A. E. Hodgins ... FRI, 21st June at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration)

For	Steamship	On
SHANGHAI	Wingsang	Fri, 14th June at d'light.
HAIPHONG via Hoihow	Taksang	Fri, 14th June at 7 a.m.
HAIPHONG	Waisang	Sat, 15th June at 7 a.m.
SHANGHAI	Esang	Sun, 16th June at d'light.
SANDAKAN	Mausang	Wed, 19th June at noon
MANILA	Yuensang	Wed, 19th June at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Steamships from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war.

Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through bills of lading can be obtained for Northern and Southern Ports via Shanghai.

Through Bills of lading are issued to all Northern and Southern Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when business offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—Regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

AMERICAN EXPRESS COMPANY.

2000 OFFICE, NEW YORK.

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AMERICAN EXPRESS TRAVELLERS CHECKS—

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SHIPPING NEWS

China Coast Gazette.

Mr. E. P. Kilday, chief officer, Wuchang, has gone chief officer, Shasi; Mr. A. Fillingham, from reserve, has gone chief officer, Wuchang; Mr. T. L. Rasmussen, second officer, Yingchow, is on leave; Mr. G. B. Leicester has been appointed second officer, Yingchow; Mr. W. Tinker, second engineer, Wenchow, is on reserve; Mr. J. Work, second engineer, Suiyang, has gone second engineer, Wenchow; Mr. A. Tollefson has been appointed second engineer, Hainfung; Mr. E. Backmall has been appointed third engineer, Hsien; Mr. S. Amudo has been appointed third engineer, Tashun; Mr. J. M. Burordo has been appointed third engineer, Kiangfoo.

A Wonder Ship.

When Dr. Johnson had stayed some days with his friend Admiral Sir Joseph Knight at Chatham, on board the old line of battleship Ramillies, he went home, and presently made this characteristic remark, "No man will be a sailor who has contrivance enough to get himself into a gale." Imprisonment was preferable to service at sea! Ramillies is a famous name in naval history. One Ramillies was Eyng's flagship in his notorious action at Minorca. Another, a mighty super-Dreadnaught, laid down at Dalmuir in 1913; appeared in our lists before the war. There was a Ramillies completed in 1893, a battleship of 14,150 tons, carrying four 67-ton guns, which deserves to be more famous, that any of her predecessors, because she was a very nursery for flag officers, who have borne a splendid part in the present war. Many of them were comrades as young officers in this ship in the Mediterranean. She bore the flag of that fine old officer, Admiral Sir Michael Culme-Seymour, now Vice-Admiral of the United Kingdom, who held the Mediterranean command from 1893 to 1896. His flag captain was the present Admiral of the Fleet Sir William May, whose name will ever be remembered in this war because he was the instrument whereby the Entente Cordiale with France was sealed by the new Allied Navies at Brest, whither Sir William May, with his flag in the King Edward VII, took the Atlantic Fleet in 1905. Sir William May is now engaged on work at the Admiralty of which the effect will be seen when the war is at an end. The commander of the Ramillies in those Mediterranean days was Admiral Sir John Jellicoe, that master of fleets and of men, who has filled nearly every important appointment in the Admiralty, a Lord of the Admiralty in each position held by a flag officer, and who exercised duties of supreme importance in command of the Grand Fleet. Both in that position, by his qualities of command, and as first sea Lord by his mastery of direction, the safety of the country and of the Allies largely depended upon him. Very remarkable officers were among the lieutenants of the Ramillies with Sir William May. The flag lieutenant was that now well-known officer, Vice-Admiral Sir Hugh Evan-Thomas, who played so fine a part in the Jutland Battle. The torpedo lieutenant was the present Vice-Admiral Sir Leopold Heath, now a Lord of the Admiralty. Two officers who hold important commands, which cannot be particularised, were lieutenants of the Ramillies in the Mediterranean—Rear Admiral Arthur C. Leverton and Rear Admiral Alexander Sinclair. Still another of the ship's lieutenants was the recent chief of the Royal Naval Air Service, Commander Sir Godfrey Paine, who now as a major-general is a member of the Air Council, newly constituted, as Director-General of the Personnel of the Royal Air Force. Never surely was there such a brilliant galaxy of naval talent, so true a fount of the naval spirit, as existed in the Ramillies in the Mediterranean when Sir Michael Culme-Seymour was in command. We see, too, how the naval service has changed since Dr. Johnson wrote his ingenuous reflection after a sojourn on board the older Ramillies—"Journal of Commerce."

POST OFFICE.

No unofficial letter addressed to

No unofficial letter addressed to Abadan, Akhwa or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The importation by post into Japan of foreign rice, except such as may be imported by the Minister of Agriculture and Commerce and the persons designated by him, is prohibited.

This prohibition is not applicable to rice imported into Taiwan (Formosa) and Karabato (Japanese Saghalien).

The Parcel Post Service to the Portuguese Colonies in West Africa and to Spanish Offices in Morocco (except for Prisoners of War) is suspended.

Until further notice parcels for civil addresses in the provinces of Udine, Vercenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

On and after May 1st 1918, Imperial Postal Orders will be cashed in India at the rate of 1/6 to the rupee.

From the 1st May 1918 there will be three General deliveries daily from the District Post Offices except on Sunday and Holidays when there will be one delivery only.

The hours of delivery will be as follows:—Week days 9 a.m. 1 p.m. and 5 p.m.

Sundays and Holidays noon.

Information has been received from the Director, General of Posts and Telegraphs Tokyo, that on and after 1st April 1918, the Post Office of Japan will collect a demurrage charge from the addressees of parcels on which Customs duties or inland taxes are imposed in Japan, not withdrawn from the Post Office within 20 days from the date of the notice of their arrival to be sent to the addressees.

The Director General of Posts and Telegraphs, India, advises that: "The Parcel Post Service to the Indian Civil Postal Agencies at Abul Khashi, Amara, Bagdad, Basra, Basse City, Fao, Ha-Masriyah, Qulst Saleh, Suk-ah-Bayruk and Zubair in Mesopotamia is suspended and that piece-goods, haberdashery and similar articles, except those intended for the personal use of the addressee and not for sale, cannot be sent to those offices or to Abadan, Alkharz or Mohmmarah by the letter post, and that such articles if received, will not be delivered and will be liable to confiscation."

The amount of the charge per parcel is fixed at 5 sen per day after the expiration of the period stipulated.

Registered and Parcel Mail closes 15 minutes earlier than the time given below unless otherwise stated.

The Importation into the Commonwealth of Australia of tea, other than that grown or produced in British Possessions is prohibited, unless the consent in writing of the Commonwealth Minister for Trade and Customs has been first obtained.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to byzania, Bagdad, Eritrea, French Somal Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Eswatini have been suspended.

Correspondence addressed to enemy
subjects in China, Siam, Siberia and
Portuguese East Africa, Persia and Mor-
occo cannot be transmitted.

The Services to Germany, Austria, Bul-
garia and the Ottoman Empire, are
suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public is therefore advised to pack such parcels very carefully.

Letters franked at the 4 cents rate addressed to Yunnanfu and Mengtze and other places in the Province of Yunnan should be superscribed with the words or delivery by the Chinese Post Office.

OUTWARD MAILED.

TO-MORROW.
 phong, Saigon, Straits, Bangkok,
 Colombo, India, Aden, Egypt,
 South Africa, Europe via Suez
 —14th June, Registration 11.45
 a.m. Letters Noon
 an via Nagasaki—14th June, 3 p.m.

SATURDAY, 15th June.
 Peking and North China—15th June,
 5 p.m.
 Shanghai and Tientsin—15th June,
 11 a.m.
SUNDAY, 16th June.
 Peking and North China—16th June,
 10 a.m.
 Shanghai and Tientsin—16th June,
 10 a.m.
SUNDAY, 16th June.
 Hong Kong and Amoy via Keelung
 —16th June, 9 a.m.

MONDAY-17th June.
 via Nagasaki, Honolulu, United States, Canada, Central and South America and Europe
 via San Francisco—17th June.
 Registration 1.45 p.m. Letters 2.30 p.m.

TUESDAY, 18th June.
Hollo - 1st June - 11 a.m.
Now, Amoy and Foochow - 18th June,
1 p.m.
Sipat and North China - 18th June,
2 p.m.

THURSDAY, 20th June.

Mal and North China - 30th June,
2 pm.

FRIDAY, 21st June

Amoy and Fuzhou - 21st June,
1 pm.

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HONGKONG.

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REINFORCED CONCRETE WORKS:

Road and Railway Bridges, Bunds, Wharves, Weirs, Retaining Walls, Dams, Industrial Buildings, Towers, Tanks, Godowns, Frameworks, Culverts, Vaults, Floors, Roofs, Piles, hollow and full, all lengths and sizes, Sides and Foundation platforms, Chimneys, Poles for supporting Telegraph and Telephone lines and carrying Electric Light and Power.

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Industrial materials for railways, factories, mines, iron, steel, pipes, angle bars, steel joists, iron sheets, motors and Ficher's fire-proof safes.

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FIRE PROOF AND OFFERS SUBSTANTIAL
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Lighters (river and sea) up to 1,000 tons, Hulks, Ferry Boats in steel and reinforced concrete.
Sea going ships in reinforced concrete, Steamers and Sailing vessels up to any tonnage.

IRON WORK:
Frame work, machine tools, boilers, and industrial installations.

PUBLIC AND PRIVATE WORKS:

Private and Public Buildings, Factories, Godowns, Tunnels, Foundations in bad ground, by compressed air, Walls, Drains, Sewers, Churches, Hotels and Hospitals.

M. M. Brossard, Mopin and Co., shall be pleased to study all technical and industrial questions and are prepared to supply specifications and plans on every kind of metallic or reinforced concrete construction which may be required. Address as above or to their agents Wm. C. JACK & Co., Ltd., 14, Des Voeux Road, Central.

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EXCHANGE.

SELLING.

T/T Demand	3/24
30 d/s	3/24
60 d/s	3/24
4 m/s	3/24
T/T Shanghai	Nom.
T/T Singapore	137 1/2
T/T Japan	146
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	77
co & New York	150 1/2
T/T Marks	4.40
T/T France	4.40 1/2
Demand, Paris	4.40 1/2

BUYING.

4 m/s, L/C	3 1/4
4 m/s, D/P	3 1/4
6 m/s, L/C	3 1/4
30 d/s, Sydney & Melbourne	3 1/4
30 d/s, San Francisco	78 1/2
4 m/s, Marks	Nom.
4 m/s, France	4.55
6 m/s, France	4.60
Demand, Germany	77 1/2
Demand, New York	77 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	154 1/2
Demand, Singapore	137 1/2
On Haiphong	14 1/2 prem.
On Saigon	14 1/2 prem.
On Bangkok	47 1/2
Sovereign	6.10 Nom.
Gold Leaf, per oz.	45.80
Bar Silver, per oz.	48 1/2

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts sub.	\$1.00 prem.
" 10 "	\$2.50 prem.
" 5 "	\$2.00 prem.
Canton	3 1/4 dis.

Mystery of a Russian.

There was more behind the case than he could state publicly, said the Chief Constable of Middlesbrough in a case against a Russian seaman. The man was fined £5 and costs for assaulting the second officer of a vessel chartered by the Admiralty while it was in a Spanish port. It was alleged that prisoner attempted to take strangers on board the vessel, but was prevented by the officers, and it was also stated that he went to see the German consul. At the request of the Chief Constable the man after being fined for the assault, was remanded in custody.

MARKET PRICES

Hongkong, June 13, 1918.

BUTCHER MEAT.

Beef Sirloin—Mei Lang Pa	lb. 24
" Prime Cut—	" 24
" Corned—Ham Ngau Yuk	" 24
" Roast—Shiu	" 24
" Breast—Ngau Nam	" 20
" Soup—Tong Yuk	" 20
" Steak—Ngau Yuk Pa	" 24
" do.,—Sirloin—Ngau Lau	" 30
" Sausages—Ngau Cheung	No. 1 26
Bullock's Brains—	No. 1 26
" Tongue, fresh—Ngau Li	each 50
" Corned—Ham Ngau Li	" 60
" Head—Ngau Tan	" 1.00
" Heart—Ngau Sam	lb. 13
" Hump, Salt—Ngau Kin	" 20
" Feet—Ngau Keuk	each 10
" Kidneys—Ngau Yiu	" 10
" Tail—Ngau Mei	" 20
" Liver—Ngau Kon	lb. 13
" Tripe (undressed)—Ngau To	" 4
Calves' Head & Feet—Ngau Tai-tau-keuk	set \$1.00
Mutton Chop—Young Pei Kwat	lb. 28
" Leg—Young Pei	" 28
" Shoulder—Young Shau	" 28
" Saddle—Young On Yuk	" 29
Pigs Chitlings—On Ohong	" 4
" Brains—On No	per set 3
" Feet—On Keuk	lb. 14
" Fry—On Chap	" 20
" Head—On Tau	" 18
" Heart—On Sam	each 10
" Kidneys—On Yiu	" 10
" Liver—On Kon	lb. 36
Pork Chop—On Pei Kwat	" 24
" Leg—On Pei	" 28
" Fat or Lard—On Yau	" 21
Sheeps' Head and Feet—Young Tau Keuk	set 65
" Heart—Young Sam	each 9
" Kidneys—Young Yiu	" 13
" Liver—Young Kon	lb. 28
Smoking Figs to order—On Tai	" 20
Suet, Beef—Shang Ngau Yau	" 20
" Mutton—Shang Ngau Yau	" 20
Veal—Ngau Tai Yuk	" 20
" Sausages—Ngau Tai Cheung	No. 1 " 20

FISH.

Barbel—Ka Yu	lb. 26
Crabs—	" 18
Canton Fresh Water Fish—Hoi Sin Yu	" 18
Carp—	" 22
Catfish—	" 14
Codfish—	" 16
Codfish—	" 18
Crabs—	" 16
Cuttle Fish—Muk Yu	" 32
Dab—Shu Shang Yu	" 10
Dace—Wong Mei Lap	" 10
Dog Fish—Tis To Sha	" 10
Fels Conger—Hoi Men	" 14
Fresh water—Tam Sai Yu	" 18
" Yellow—Wong Sin	" 24

食肉

Frogs—Tin Kai	" 36
Garoupe—Shak Pan	" 44
Gudgoun—Pak Kap Yu	" 17
Herrings—Tso Pak	" 22
Halibut—Cheung Kwan Kap	" 22
Labrus—Wong Fa Yu	" 20
Loach—Wu Yu	" 20
Lobsters—Lung Ha	" 29
Wackerel—Chi Yu	" 22
Monk Fish—Mong Yu	" 34
Netlet—Chi Yu	" 16
Oysters—Shang Ho	" 18
Parrot Fish—Kai Kung Yu	" 14
Perch—Tau Lo	" 18
Pike—Fa Pau Kong	" 18
Plaice—Pan Yu	" 16
Pomfret, Black—Pak Cheung	" 28
Pomfret, White—Pak Cheung	" 32
Prawns—Ming Ha	" 34
Ray—Pai Pa Sha	" 10
Rock Fish—Shak Kau Kuan	" 15
Rosch—Chun Yu	" 14
Salmon—Ma Yau	" 32
Shark—Sha Yu	" 8
Shrimp—Po Yu	" 8
Skipper—Lap Yu	" 25
Snappers—Tat Sha Yu	" 28
Tench—Wan Yu	" 18
Turbot—Cho How Yu	" 18
Turtles, small, fresh water—Keuk Yu	" 80

FRUITS.

Almonds—Heng Yan	lb. 35
Apples (California)—Kun Shan Ping Kho	" 18
" (Chefoo)—Tis Chun Ping Kho	" 18
Bananas, fragrant, Canton—San Shing Heng Chiu	" 5
" (brides), Macao—San Heng Chiu	" 5
Chestnuts, Chinese—Fong Lut	" 11
Cassimbols—Young To	" 11
Coconuts—Ye To	each 10
Grapes—Po Tai Tak	lb. 28
Lemons, China—Ling Mang	" 8
" America—Kam Shan Ling Mang	each 7
Lichees Dried—(small stone)—Lai Chi Kon	lb. 28
" Fresh—	" 28
Oranges, (Canton) (Sweet)—Shan-shang Tim Ching	" 18
" Sweet—	" 18
Pears, (American)—Kun Shan Shoot Lay	" 18
" (Canton), Cooking—Sha Li	" 10
Peanuts—Pa Shang	" 10
Perseimons, Large—Hung Tz	" 12
Plantain—Tai Chin	" 2
Pineapples—Swatow, Hung Lai	" 11
Pumelo, Siam—Chim Lo Yau	each 11
" Shanghai—Lo Kwai	" 11
Walnuts—Hop To	lb. 14
Green—Sang Hop Tuo	" 11
Water Melon—(Am.) Kom San Sai Kwa	each 11

海鮮

Crabs—	" 18
Cuttle Fish—Muk Yu	" 32
Dab—Shu Shang Yu	" 10
Dace—Wong Mei Lap	" 10
Dog Fish—Tis To Sha	" 10
Fels Conger—Hoi Men	" 14
Fresh water—Tam Sai Yu	" 18
" Yellow—Wong Sin	" 24

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For 6 Months 4% per annum.

For 12 Months 4% per annum.

LOOK POON SHAN,
Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital—Francs 45,000,000.
Paid up—Francs 22,500,000.
(1/2 of the Capital, i.e. Francs 11,250,000
is subscribed by the Government of the
Chinese Republic.)

Chairman of the Board—
Board of Directors—André Barthélemy,
General Manager—A. J. Farnotte.

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74, Rue Saint Lazare, PARIS.
BRANCHES:

SHANGHAI, HONGKONG, TIENTSIN, PEKING, YUNNANFOU, HAIPHONG, YOKOHAMA, MANILA, CEBU, SINGAPORE, BATAVIA, SOERABAYA, SURABAYA, KARACHI, CALCUTTA, COLOMBO, GALLI, HONGKONG, KOWLOON, PORT LOUIS (Mauritius).

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RESERVE FUND—£500,000.
PROFITABLE INCOME—£1,000,000.

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M. ROUET DE JOURNEL,
Manager.

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NOTICES.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

7.00 A.M. 30	7.00 A.M.	SWIFT 15 MIN.
7.30 A.M. 30	7.30 A.M.	" 15 MIN.
8.00 A.M. 30	8.00 A.M.	" 15 MIN.
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W. D. & H. O. WILLS'

HIGH GRADE

Embassy

NO. 77

CIGARETTES.



OBTAINABLE AT ALL TOBACCONISTS.

This advertisement is issued by British American Tobacco Co. Ltd.

WEATHER REPORT.

June 13d. 12h. 10m.—No returns from Japan and Vladivostok. Pressure has decreased slightly over Indo-China, and increased slightly to moderately elsewhere. A shallow depression covers the north western part of the China Sea, and adjacent coast.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.16 inch. Total since January 1st 22.98 inches against an average of 29.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Forecast: S.E. winds, moderate; moderate; cloudy; showerly. The same as No. 1. The same as No. 1. The same as No. 1. The same as No. 1.

China Coast Meteorological Register. June 13, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds. Dir., Force.	Weather.
Vostock	5a					
Yennaro	5a					
Hakodate						
Tokio						
Kochi						
Nagasaki						
Yokohama						
Osaka						
Naha						
Ishikima						
Bonin Is.						
Yokohama	5a	29.86	68	95		0 b
Hankow						
Ichang						
Kinkiang						
Changsha						
Shanghai		29.91	59	100	s	1 b
Guthrie		29.87	64	100	ene	10
Rharp F. Amoy		29.87	72	83		0 r
Swatow		29.78	72	95	ne	2 r
Taihu	5a	29.80	75	98		0 c
Taihu		29.79	75			0 c
Taiwan		29.76	77		e	0 b
Kochan		29.78	79			2 b
E-dores		29.76	79		se	2 b
Yokohama	5a	29.67	77	93	e	3 c
Hankow		29.65			ese	2 c
Macao		29.63	77	92	nne	1 c
Wuchow	9a					
Peking						
Koolow						
Chien						
Tientsin	7a	29.67	77	93	wnw	2
C. St. J.		29.76	77		sw	4
Aperd	6	29.79	79	84	sw	2
Dagupan		29.78	77	89	se	2
Manila		29.80	77	94	e	1
Yokohama		29.84	75	94	e	1
Yokohama		29.85	75	94	e	1
Yokohama		29.87	77	94	e	0
Yokohama		29.78	79	94	sw	1
Sanjiao						
Yokohama	430					